

Strategic Transportation Investments Law - Prioritization Criteria

Don Voelker

January 8, 2014



Highway System Eligible Routes - STI

	Statewide	Regional	Division
Highway	 Interstates and Future Interstates Routes on the NHS as of July 1, 2012 Routes on Department of Defense Strategic Highway Network (STRAHNET) Appalachian Development Highway System Routes Uncompleted Intrastate projects Designated Toll Facilities 	Other US and NC Routes	• All SR Routes



BOT Approved Highway Scoring Criteria and Weights

Funding:	QUANTITATIVE	LOCAL INPUT	
Funding Category	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10%		
	Safety = 10% Multimodal [& Freight + Military] = 20%		
	Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 25% Congestion = 25% Safety = 10% Accessibility/Connectivity = 10%	15%	15%
	Total = 70%		
Division Needs	[Travel Time] Benefit/Cost = 20% Congestion = 20% Safety = 10%	25%	25%
	Total = 50%		



BOT Approved Highway Scoring Criteria and Weights – Div 1 & 4

Funding	QUANTITATIVE	LOCAL INPUT	
Category	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal [& Freight + Military] = 20% Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 20% Congestion = 15% Safety = 15% Lane Width = 10% Shoulder Width = 10% Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 10% Congestion = 10% Safety = 10% Lane Width = 10% Shoulder Width = 10% Total = 50%	25%	25%

BOT Approved Highway Scoring Criteria and Weights – Div 2 & 3

Free dies :	QUANTITATIVE	LOCAL INPUT	
Funding Category	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal (& Freight + Military) = 20% Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 20% Safety = 25% Multimodal (& Freight + Military) = 25% Total = 70%	15%	15%
Division Needs	Congestion = 20% Safety = 20% Multimodal (& Freight + Military) = 10% Total = 50%	25%	25%

Non-Highway Mode Scoring Criteria

Separate criteria for the following:

Aviation

Bike-Ped

Ferry

Public Transit

Expansion of Service

Facilities

Fixed Guideways

Rail

Freight Terminals and Passenger Stations
Track and Structures

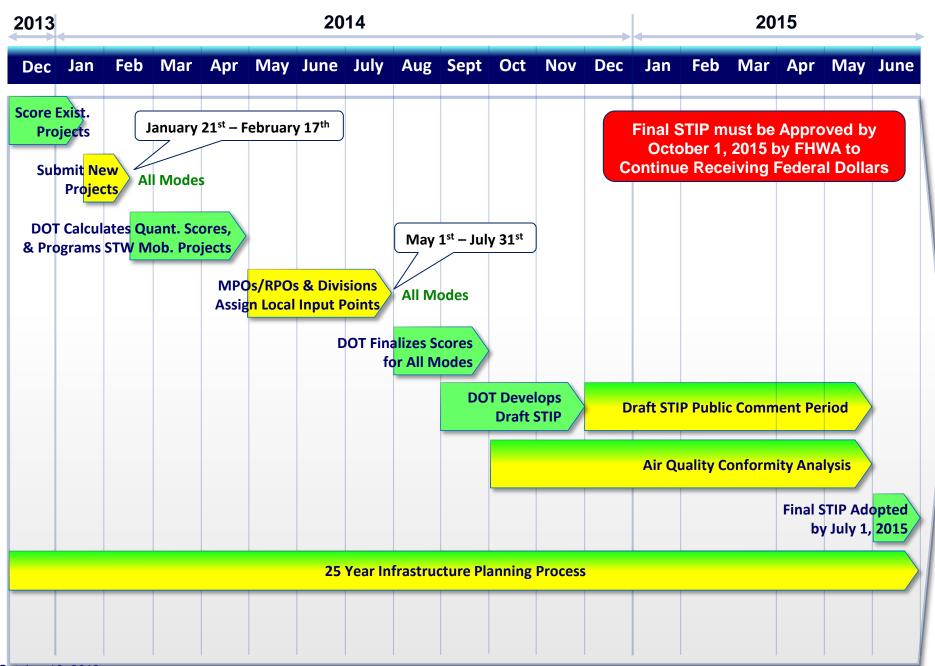
Prioritization 3.0 Schedule - 2014

- January 21- February 17: New candidate projects submitted. Quantitative scores for existing highway projects available.
- May 1: All highway and non-highway project scores available.
- May 1: Statewide Mobility Category of projects selected by Program Development.

Prioritization 3.0 Schedule - 2014

- May 1- July 31: Remaining projects will be assigned local input points by MPOs/RPOs/Division Engineers
 - Local Input Points
 - Regional Impact- 30% of total project score (equal split)
 - Division Needs- 50% of total project score (equal split)
- <u>September</u> All final project scores available. Draft STIP being developed by Program Development

Prioritization 3.0 Schedule



October 10, 2013